under consideration of the Government. However, Directorate General of Civil Aviation among other things already regulates safety aspects of airlines.

(b) Does not arise.

Losses due to non-operation of flights te Pakistan

† 3102. SHRI P. K. MAHESHWARI: Will ths hJinister of CIVIL AVIATION be pleased to state:

(a) the names of the flights which operated *via* Pakistan and the names of the flights of Pakistan which operated via. India prior to 1st January, 2002;

(b) whether Government have imposed ban on the flights bound for the other country passing through Pakistan *w.e.f.* 1st January, 2002; and

(c) if so, the alternative measures taken by Government and the additional financial burden likely to be borne by the passengers?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) Air India and Indian Airlines were operating 37 and 11 flights respectively in both directions overflying Pakistani air space connecting various destinations in GuhVMiddle East, Europe and USA before 1st January, 2002. Pakistan International Airlines was operating a total of 54 flights in both directions overflying Indian airspace connecting South-East Asia and Far East.

(b) Pakistan has banned flights of Indian carriers overflying Pakistani airspace.

Indian carriers are flying longer route avoiding Pakistani airspace. This has resulted in an annual extra expenditure of about Rs. 45 crores. However fares have not been increased as other competing foreign carriers have kept fares unchanged as they do not have to bear this extra expenditure. Passengers are thus unaffected.

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† Original notice of the question was received in Hindi.